

Federal Railroad Administration **Administrator** 

1120 Vermont Ave., NW. Washington, DC 20590

6690-TTTTTTTTT

AUG 1 0 '04

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SURFACE TRANSPORTATION BOARD

AUG 9 2004

Surface Transportation Board Office of Proceedings Ms. Barbara Saddler 1925 K Street, N.W., Suite 703 Washington, D.C. 20423-0001

Dear Ms. Saddler:

This letter is in reference to Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, between the National Railroad Passenger Corporation (Amtrak), having its principal place of business at 60 Massachusetts Avenue, N.E., Washington, D.C. 20002, and the delegate of the Secretary of Transportation of the United States of America (the Administrator), Washington, D.C.

The Security Agreements have been recorded with and by the Interstate Commerce Commission on August 16, 1972, at 1:20 p.m., recordation No. 6690; on January 9, 1974, at 3:25 p.m., recordation No. 6690-D; on January 31, 1975, at 5:00 p.m., recordation No. 6690-J; on March 21, 1975, at 8:40 a.m., recordation No. 6690-M; on May 28, 1975, at 12:15 p.m., recordation No. 6690-O and on September 25, 1989, at 2:45 p.m., recordation No. 6690-MMMM. Pursuant to 49 U.S.C. 11303(a), the Security Agreements provide the Administrator a lien on all of Amtrak's rolling stock including locomotives, and contain an after-acquired clause with respect to all such rolling stock thereafter acquired by Amtrak.

This is to advise you that Amtrak has selected for retirement one passenger car, two non-passenger cars, one switcher locomotive, and 13 work equipment cars including five express box cars, four flat cars, two gondola cars, one tower car, and one side dump car listed in the enclosure hereto dated July 16, 2004. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the listed cars, the Secretary's lien under the aforesaid Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, respectively, and under any other agreement or agreements between the Administrator and Amtrak.

Therefore, I request that this document be recorded and appropriately filed pursuant to 49 U.S.C. 11303(a).

Sincerely,

Betty Monro

**Acting Administrator** 

Betty Morro

Attest:		

Subscribed and sworn to before me this \_\_\_\_\_\_ day of \_\_\_\_\_\_\_, 2004

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My commission expires 4-14-08

Enclosure

District of Columbia

Subscribed and sworn to before me, in my presence,

this gth day of August, 200

(Notary Publ

My Commission Expires april 14, 2008

NORNETTE N. LYNCH
Notary Public of District of Columbia
My Commission Expires April 14, 2008

July 16, 2004

S. Mark Lindsey, Esq. Chief Counsel Office of Passenger and Freight Services, RPF Federal Railroad Administration 400 Seventh Street, SW Washington, DC 20590 6690-TTTTTTTTT

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SURFACE TRANSPORTATION BOARD

Dear Mr. Lindsey:

In compliance with the provisions of paragraph 2 of the Security Agreement dated October 5, 1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, enclosed is a schedule of equipment for disposal.

For our files, please acknowledge your receipt of this information and that it satisfies the requirements of paragraph 2 of the Security Agreement, and permission is granted to dispose of this equipment. I would appreciate a copy of the Release of Lien.

Sincerely,

Ken Pfice

Manager, Capital Reporting

## **Enclosure**

I acknowledge receipt of the information described above. This filing satisfies the requirements of paragraph 2 of the Security Agreement dated October 5,1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, and permission is granted to dispose of this equipment in the most beneficial manner.

7/21 (0 Y Date for S. Mark Lindsey, Chief Counsel

## **AMTRAK EQUIPMENT FOR DISPOSAL**



<b>UNIT NO:</b>	<b>DESCRIPTION</b>	<u>REASON</u>
9021 9109	Auto Carrier Auto Carrier	Beyond Economic Repair
1194	Baggage Car	Beyond Economic Repair Beyond Economic Repair
13029	Gondola	Beyond Economic Repair
13511	Gondola	Beyond Economic Repair
13514	Gondola	Beyond Economic Repair
13962	Side Dump	Beyond Economic Repair
15050	Flat Car	Beyond Economic Repair
15233	Flat Car	Beyond Economic Repair
15714	Flat Car	Beyond Economic Repair
15737	Flat Car	Beyond Economic Repair
15168	Tower Car	Beyond Economic Repair
766	Switcher Locomotive	Beyond Economic Repair
71009	Mail & Express Boxcar	Beyond Economic Repair
71040	Mail & Express Boxcar	Beyond Economic Repair
71078	Mail & Express Boxcar	Beyond Economic Repair
71126	Mail & Express Boxcar	Beyond Economic Repair
71189	Mail & Express Boxcar	Beyond Economic Repair

NOTE: Mail & Express Boxcar Units were previously under a lease agreement. In FY03, units were wrecked and declared beyond economic repair. On June 30, 2004, casualty payments were made to the lessor and At that point these units became Amtrak property.

ALL UNITS WERE COMBINED ON ONE SHEET FOR EASIER PROCESSING

List of Casualtied Equipment under Lease

	_1	_		_			_	_					 7					_	_	丁	7	_		_1	7	
T.																										
Accident Location										la April 18, 2002	la April 18, 2002			la April 18, 2002			, 2002	, 2002								
		Iowa								Crescent City Florida April 18, 2002	Crescent City Florida April 18, 2002			Crescent City Florida April 18, 2002			105,223.00 [Kensington July 29, 2002	637,651 45   Kensington July 29, 2002								
Loss on Casualty														\$ 678,185.23	\$ 407,264.32	\$ 31,069.84	\$ 105,223.00	\$ 637,651.45	\$ 407,012.66	\$ 94,142.89			\$ 2,862.21	\$ 25,038.07	\$ 25,038.07	
Keduction on Principal														\$ 2,353,018.28	\$ 2,226,791.95	\$ 232,042.55	\$ 1,936,188.46			\$ 1,606,576.19			\$ 19,940.15	\$ 213,802.37	\$ 213,802.37	
Casualty Value		\$ 305,395.58	\$ 341,890.80	\$ 365,615.34	\$ 365,615.34	\$ 27,298.60	\$ 15,958.80	\$ 24,150.00	\$ 24,150.00	\$ 1,852,592.63	\$ 1,856,557.05	\$ 1,803,469.16		\$ 3,031,203.51	\$ 2,634,056.27	\$ 263,112.39	\$ 2,041,411.46	\$ 637,651.45	\$ 407,012.66	\$ 1,700,719.08			\$ 22,802.36	\$ 238,840.44	\$ 238,840.44	
Casualty factor			26.299292610%	26.398821965%	\$  %596128862:92	various	various	%00000000001	100.0000000%	87.37869537%	87.37869537%	\$ 137869537% \$		104.99498504%	96.76308661%	82.97457800%	87.51687652%	38.81019169%	30.5106940%	82.51533402%			various	75.320228%	75.320228%	
Unit Cost		\$ 317,100.00	\$ 1,300,000.00	\$ 1,385,000.00	\$ 1,385,000.00	\$ 32,116.00	\$ 23,400.00	\$ 24,150.00	\$ 24,150.00	\$ 2,120,188.02	\$ 2,124,725.07	\$ 2,063,968.97		\$ 2,886,998.37	\$ 2,722,170.57	\$ 317,100.00	\$ 2,332,591.77	\$ 1,643,000.00	\$ 1,334,000.00	\$ 2,061,094.58			\$ 32,116.00	\$ 317,100.00	\$ 317,100.00	
Casualty Payment Date		3-Jul-01	3-Jul-01	3-Jul-01	3-Jul-01	31-Jan-02	31-Jan-02	1-Feb-02	1-Feb-02	29-Sep-02	29-Sep-02	29-Sep-02		1-Jan-03	1-Jan-03	2-Jan-03	29-Mar-03	2-Jul-03	3-Jul-03	29-Sep-03			28-Nov-03	2-Jan-04	2-Jan-04	
Trust Name		70 MHCs	2000F-defeased	2000A-defeased	2000A-defeased	2/12/99 Trust	5/7/97 Trust	200 RRs	200 RRs	J-86	J-86	J-86		94 B-B	93 C-B	70 MHCs	J-86	99-C-defeased	2000A-defeased	J-86			1999 Lease	70 MHCs	70 MHCs	
Unit Number		1517	31522	34070	34071	410120	460141	462172	462193	34125	34126	39040		32100	39004	1501	33045	38023	34036	39025			410147	1473	1565	71009,71040,
File Number	Previous	4	25K	25B	25B	13C	13B	13D	13D	22	22	22	FY03	IIB,11C	98	4	22	25A	25B	22		FY04	13C	4	4	